

SAFETY ALERT

UH-60 MAIN ROTOR BLADE EXPANDABLE PIN

A Category One Quality Deficiency Report has identified a serious problem with UH-60 main rotor blade expandable pins manufactured by APEX with serial numbers 0001-3800. This problem led the leadership of the Army to issue Safety of Flight (SOF) Message UH-60-01-09 that requires removal of all pins produced by APEX Corporation with the aforementioned serial numbers and a one-time inspection of all other main rotor blade expandable pins.

Summary of the Problem: . A main rotor blade expandable pin was discovered with a crack in the cam handle that, if left uncorrected, could have resulted in a catastrophic failure and the loss of a main rotor blade. The material investigation indicated that the cracking was due to stress and corrosion. Pins currently in the inventory from APEX with serial numbers 0001-3800 are susceptible to this failure prior to normal wear out times because of a manufacturing defect. In order to control the risks these cracks present, the Army leadership has determined that the specified APEX pins are not safe for flight and must be removed. Additionally, all other main rotor blade expandable pins will undergo a one-time inspection with 10 power magnification for cracks and corrosion._

It is going to take a cooperative effort to ensure that we have safe aircraft to fly. Leaders must make sure that the SOF message is disseminated to all personnel and that all main rotor blade expandable pins produced by APEX are removed. This will require a visual inspection of each aircraft to ensure all APEX pins are properly identified and removed. Additionally, leaders will have to ensure that appropriately trained and experienced personnel, technical inspectors, conduct the one time inspection of the remainder of the pins.

The Army leadership is developing a plan to provide replacement pins to the field at the earliest possible date. Until the replacement APEX pins become available only pins manufactured by Avibank and Shur-lok Corporation are authorized for flight, and only after the appropriate one time inspection.

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